

ABSTRACT OF DISCLOSURE

A working vehicle is constructed such that rotation power of an engine (E) is transmitted to drive wheels (3F, 3R) via a main speed-changing device (1) and an auxiliary speed-changing device (2) and that shift positions of the auxiliary speed-changing device (2) are switchable by shift operation of a shift lever (5). Further, the shift lever (5) is switchable between an operation position (P1) for working and an operation position (P2) for road traveling. At the operation position (P1) for working, shift positions can be switched, by combination of the main speed-changing device (1) and the auxiliary speed-changing device (2), between a large number of positions from a low-speed range to a high-speed range. At the operation position (P2) for road traveling, shift positions of the main speed-changing device (1) can be smoothly switched, in conjunction with operation of an accelerator pedal (8) or a throttle lever (17), only within a high-speed range suitable for road traveling. The shift lever (5) has a switch (29) allowing the main speed-changing device (1) to be shifted one by one to each shift stage in the speed increasing direction or in the speed reducing direction.